PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

Project Description *from TIP, RTP, and/or project documents* **MPO ID#:** SBD55033
Fifth Street from Boulder Avenue to SR 30 Widen from 2 lanes to 4 lanes

Type of project *see list below*
Change to existing regionally significant street

County: San Bernardino	**Narrative Location/Route & Postmiles:** 5th St. from Boulder Avenue to SR 30 **Caltrans Projects – EA#:**

Lead Agency: City of Highland

Contact Person	**Phone#**	**Fax#**	**Email**
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Decision Desired *Check appropriate box below*

PM2.5		**MAYBE Project of Air Quality Concern**	X	**NOT Project of Air Quality Concern**	
PM10		**MAYBE Project of Air Quality Concern**	X	**NOT Project of Air Quality Concern**	

Federal Action for which PM Analysis is Needed *Check appropriate box and describe in Comments below*

	CE		**EA or Draft EIS**		**FONSI or Final EIS**	X	**~~PS&E or~~ Construction**		**Other**

Scheduled Date of Federal Action: Funds must be obligated by July 31, 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start				2006
End	Complete	Complete	Complete	2007

Project Purpose and Need (Summary): *Attach additional sheets as necessary*
The proposed improvements are needed to accommodate the considerable residential growth that continues in the eastern portion of the City. Completion of the proposed project will ensure a uniform lane configuration along Fifth Street from the bridge over City Creek to beyond Boulder Avenue. (from Project Air Quality Analysis)

The project will reduce existing traffic congestion on 5th Street, which queue from SR 30 to Boulder Avenue during the AM peak. See Comments/Explanation/Details for additional justification

Surrounding Land Use/Traffic Generators
Adjacent land is primarily vacant at this time. Current land use designation is Planned Development, which is anticipated to be commercial and office professional to serve the surrounding residential land uses. The land use designation is not of the type that encourages increases in truck traffic.

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LOS, AADT, % trucks, truck AADT of proposed facility (opening year) Existing LOS is F. Existing (2005) AADT is 19,135 Existing trucks (gasoline and diesel) 8.66%. Truck AADT 1657 (unknown how many are diesel)
LOS, AADT, % trucks, truck AADT of proposed facility (RTP horizon year) LOS: D Future truck volumes not determined, however, a noticeable increase in truck volumes is not anticipated. Future (2025) AADT 30,740
If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (opening year): **If facility is interchange(s) or intersection(s), cross-street AADT, % trucks, truck AADT (RTP horizon year):**
Describe potential traffic redistribution effects of congestion relief Project will provide congestion relief. AM peak traffic queues as much a 4000', from SR 30 to Boulder Avenue.

Comments/Explanation/Details

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

The project is located on 5th Street from SR 30 to Boulder Avenue, approximately 4000'. Currently the street provides one lane in each direction, plus one left turn lane onto eastbound SR 30. The volume of morning peak hour traffic results in vehicle stacking as far east as Boulder Avenue. The project will provide relief to motorists and reduce delay by providing an additional through lane in each direction (total of 4 lanes) and provide an additional westbound left turn lane on the eastbound SR 30 (total of 2 turn lanes). Though a quantitative analysis has not been done, clearly the result of the improvements will be reduced delay, which in turn should reduce emissions from idling vehicles, including trucks.

We understand the purpose of the PM 2.5 rule is to analyze the effects of diesel powered vehicles resulting from project improvements. The current truck ADT, 2 axles and above, is approximately 1,657. Although we do no know how many trucks are diesel versus gasoline, we would contend the project does not induce additional volumes of diesel powered vehicles and the volume of those vehicles will not increase as a result of the project. The project is intended to accommodate the existing peak hour traffic, which to reiterate currently stack as much as 4000' easterly from the SR 30 ramps. The project will actually reduce vehicle idling and stop and go movements and as a result reduce emission of PM 2.5.

The project has already received environmental approval, both NEPA and CEQA. A Categorical Exclusion (CE) has been approved by FHWA. The environmental process included an air quality study, including PM 10 analysis, though prior to the new PM 2.5 requirement. The City has obtained an encroachment permit from Caltrans for the additional westbound left turn lane and other street and traffic improvements within Caltrans right-of-way. Further, the City has requested authorization to advertise and construct the project and is currently awaiting final approval from District 8 Local Assistance staff to obtain Federal funding obligation.

The City must obtain funding obligation from Caltrans for this project by July 2006 or it will lose $870,600 in Federal transportation funding. Representing about 46% of the construction cost of the project, this Federal grant is absolutely critical to bring the project to fruition. Any delay places these much-needed improvements in serious jeopardy.

Considering the fact that the PM 2.5 rule is very new, the project does not materially increase diesel truck volumes, relieves congestion thereby reduces emissions, has obtained environmental clearance (NEPA Categorical Exclusion) in which air quality was considered, the City is ready for construction and, most importantly and critical, the very real potential loss of funding, the City requests the project be exempt from the PM 2.5 rule. Due to the time constraint for funding obligation, we would respectfully request a timely consideration of this request.

TYPE OF PROJECT:

New state highway; Change to existing state highway
New regionally significant street; Change to existing regionally significant street
New interchange; Reconfigure existing interchange
Intersection channelization
Intersection signalization
Roadway realignment
Bus, rail, or inter-modal facility/terminal/transfer point
Truck weight/inspection station
At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

REFERENCE:

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM_{10} and $PM_{2.5}$ hot spots

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to he project;

(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.